

May 6, 2004

To: Directors of the Transportation Authority of Marin

From: Art Brook, Transportation Engineer

Re: Metropolitan Transportation Commission Regional Transportation Plan  
2005-2030

This memo follows-up on the March 25, 2004 meeting's staff presentation on the Metropolitan Transportation Commission's periodic update (every three to four years) of the Regional Transportation Plan (RTP) to create a new "T2030", describing anticipated transportation projects and programs for the next 25 years. At the last Transportation Authority of Marin meeting, staff was directed to solicit public input on the draft Marin RTP proposal, including lower income communities to solicit their input on the proposal.

Staff engaged in a community forum April 17, 2004 that provided an opportunity for the greater public to voice their interests in the proposed plan. The comments we heard ranged from:

- concern regarding continued planning for oil-based transportation,
- suggestions about the distribution of funds to various modes,
- the need for specific highway improvements, to addressing traffic diverted to local streets,
- the need for better (i.e. more frequent, more widely dispersed (to serve schools, medical services and work), and more affordable transit services,
- the continuing need for bicycle/pedestrian improvements.

A detailed listing of comments is enclosed as attachment E.

Staff engaged the public in an exercise in which 50 individuals or groups were given 10 pennies and then asked, which transportation facilities: highway corridors, local streets and roads, transit, or bicycle and pedestrian facilities they would spend their funds on. The response was:

Facility type to be funded	Penny exercise	
<i>Transit capital</i>	210/491	42.77%
Local streets and roads	134/491	27.29%
<i>Highway corridor</i>	111/491	22.61%
Bicycle and pedestrian	36/491	7.33%
<b>Total</b>	100%	

NOTE: The "Transit capital" and "Highway corridor" percentages were previously shown with switched labels in the April 29 original packet letter.

This RTP effort is somewhat different from the effort in 2001. The 2001 effort was near the end of a two-year spike in some transportation revenues. Revenues showed a 20% per year increase through 2003, and then dropped to a 7% per year increase from the two years before. As a result of this, in 2001 Marin planned for \$340 M including transit capital, local streets capital, and Caltrans Interregional funds (~\$114 M of which were County allocated STIP funds) in the RTP fiscally constrained list and \$1,268,4 M more in the "Blueprint," which is based on the development of additional funding resources. In this cycle Marin is allowed to plan for \$131.6 M in its fiscally constrained list (effectively increased 15.4%) and between \$739 M and \$924 M in the Big Tent (formerly called Blueprint) additional funding sources list, or a total of about 69.5% of the old program total amounts. The Big Tent includes revenue from a Marin Transportation ½ cent sales tax, and SMART sales tax.

Projects that are included in the RTP are generally evaluated in MTC's environmental review. If at a later time another funding source becomes available for the Big Tent projects, then MTC at a CMA's request can move them into the fiscally constrained list. If a new project is proposed that does not appear in the RTP, MTC can amend the RTP to add the project after an acceptable air quality conformity evaluation has been performed.

## **2001 RTP**

Attachment A is a summary listing of projects included in the 2001 RTP, which has been revised from the March 25 memo to show that the \$295 M in the 2001 RTP was for the Regional Transit Expansion Program (not just for the Golden Gate Corridor).

## **T2030 RTP Goals and Objectives**

The MTC adopted goals and objectives are to provide for:

- A Safe Secure Transportation System
- Livable Communities
- A Reliable Commute
- Clean Air
- Lifeline Mobility
- Efficient Freight Travel

Staff reviewed all proposed projects and determined that they are consistent with these MTC adopted goals and objectives.

## **T2030 RTP Projects Review**

Attachment B is the listing of projects submitted by public agencies and by the public to MTC for consideration in the current RTP update. CMA staff has screened the MTC candidate project listings to insure that all projects have a sponsor now that MTC's deadline for identifying a sponsor is passed, screened for projects that are likely to secure funding from another source, considered the MTC project performance evaluation results, and is proposing that the CMA use its past RTIP programming policy to distribute the funds proportionately by need among the outstanding projects.

This report summarizes each of those steps in the process.

**Public Project sponsor screening and merit comments –**

The two Golden Gate corridor projects proposed were:

458 Sir Francis Drake Blvd. / Red Hill / 2<sup>nd</sup> & 3<sup>rd</sup> Arterial HOV Demonstration project -

This project has no identified sponsor. In addition to the lack of sponsor it would take a travel lane from streets currently operating at or over capacity for an HOV lane, the remaining mixed flow lanes operating condition would likely degrade to LOS F. Staff has some operational safety concerns about the proposal as it would place higher speed HOV traffic in the slow lane where there could be conflicts with right turning traffic that would have to enter the lane and disrupt the flow while turning.

459 Southern Marin (Sausalito to San Rafael / Fairfax) Streetcar project - This project has no identified sponsor. It proposes a system similar to the Portland Streetcar, would cost roughly 3 times the County's allocation to construct. No dedicated operating funding source is identified.

Two multi county projects proposed were:

480 San Rafael Richmond Bridge Bicycle Access project – This project has no identified sponsor. It proposes a staged bicycle pedestrian access over the bridge starting with use of the existing shoulder and ultimately using a cantilevered pathway. A similar project is now under study by MTC. For this reason, staff recommends considering this as a Big Tent project.

483 Santa Rosa to San Francisco Bus Rapid Transit project - This project would purchase buses and pay for their operation on the freeway as express bus service. No public agency sponsor has yet been identified. This project does not have identified operations funding source.

Under MTC's policy, these projects were to secure sponsors by March 1 to continue to be considered. As no sponsors were identified we eliminated them from further T2030 fiscally constrained list consideration. The San Rafael Richmond Bridge bicycle access is recommended for the Big Tent list.

**Alternate funding screening -**

Projects 159 and 160 involve the modification of Hwy 101, I-580, Hwy 131, and Hwy 37 to include Real Time Changeable Message Signing, CCTV monitoring, and Ramp metering in northern and southern portions of the County. These projects proposed by Caltrans are also candidates for SHOPP funding, which would not count against the County's RTP allocation. Caltrans contends that these projects are a more efficient use of funds than the Nave Auxiliary lane Project 436, staff agreed and has shifted their positions in Attachment D. Project 436, to add a southbound auxiliary lane to Hwy 101 from Lincoln Ave to Mission Ave is also potentially funded through the SHOPP program. Regional Measure 2 funded project 150, Hwy 101 from Sir Francis Drake Blvd to the Tamalpais Interchange. Based on the committed / potential for other funding, staff has not proposed these projects for RTP fiscally constrained consideration, these would be shown in the Big Tent or as committed projects.

**MTC Project performance evaluation -**

MTC staff evaluated each of the proposed projects that were new or whose current cost estimate exceeded the 2001 RTP estimate by more than 30%. Each project is rated High, Medium, Low based on the severity of the needs the project is intended to address. Attachment C displays MTC's evaluation.

Based on the MTC evaluation and sponsor evaluation above, CMA staff suggests the following: That Project 436, the SB Hwy 101 Auxiliary lane from Lincoln Ave to Mission Ave be considered a Big Tent project, and that Project 437, the Nave Dr NB Auxiliary lane have a portion planned in the fiscally constrained list for environmental analysis and the reminder be placed in the Big Tent.

**Projects proposed for funding and recommended funding levels**

The CMA can plan \$131.6 M in State and Federal STIP and TE funds in the fiscally constrained portion of the plan. In December 2003, MTC established regional policy regarding the commitment toward funding the transit capital and Local Street and roads shortfalls. As a result, \$27.8 M and \$62.2 M, respectively, are assumed to be available for those needs in Marin County on top of the \$131.4 M financially constrained budget. It is likely that additional funding will be planned at the regional level in the Big Tent to further close the shortfalls in those areas.

Using the CMA's STIP funding distribution policy, which was included in the 2004 CMP (on page 40), staff developed the recommendations in Attachment D which provide for:

<b>Amount in M \$</b>	<b>Percentage of the fiscally constrained funds</b>	<b>Type of projects to receive funds</b>
\$32.8 M	24.9%	Corridor projects
\$72.27 M	59.5%	Local streets and roads
\$14.07 M	10.69%	Transit capital
\$6.44 M	4.89%	Bike and pedestrian
<b>\$131.6 M</b>	<b>100%</b>	<b>Total</b>

**Committed Funds**

The 2001 RTP listing of committed funds should be updated to include the following:

<b>T2030ID</b>	<b>Project</b>	<b>Comments</b>
	<b>Golden Gate Bridge</b>	
21012	Golden Gate Bridge Seismic Retrofit Phases 1-3 \$304.916M	Funded by regional, state and federal funds
	<b>Marin Hwy. 101 HOV Lanes</b>	
94563	Widen Hwy 101 to add a new HOV lane in both directions from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael. This will provide 15.06 miles of continuous HOV through central Marin County. \$117M	Funded by regional, state and federal funds.
	<b>US 101 Greenbrae Interchange</b>	
21325	Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by constructing a new full service diamond interchange at Wornum south of the Greenbrae Interchange, extend a multiuse pathway from the Wornum interchange to Sir Francis Drake Blvd. and the Cal Park Hill rail right-of-way, add a new lane to Sir Francis Drake Blvd, and rehabilitate the Cal Park Hill Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. \$65 M	Funded by bridge tolls.
	<b>Redwood Landfill Overcrossing</b>	
21888	Construct a flyover from Sanitary Landfill Road, east of the highway, to Southbound Highway 101 to provide a safer access to and from the Redwood Landfill. The project will also save time for traffic to and from the Landfill to S/B Highway 101. \$6.9 M	Private

Recommendation:

- Review MTC Goals and Objectives
- Review Project Performance Evaluations
- Review Outreach Results
- Consider Public Comment
- Approve proposed fiscally constrained, and Big Tent proposals (Appendix D)

Sincerely,

Art Brook,  
Deputy Director

cc: Marin Public Works Directors/City Engineers  
Craig Tackabery, Executive Director  
Al Zahradnik, Golden Gate Planning Director  
Nina Rannells, Golden Gate Finance & Grants  
Erik Alms, Caltrans  
Lillian Hames, SMART

**Attachment A**  
**Existing 2001 RTP**

**2001 RTP Committed Funding (Projects with existing funding commitments)**

Local street and roads pavement maintenance	\$75.0 M
Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.)	\$222.8 M
Golden Gate Transit (Marin County share) – transit operating and capital improvement program	\$1,680.7 M
Golden Gate Bridge seismic retrofit Phases 1-3	\$302.5 M
US 101 HOV lanes North San Pedro Road to Lucky Drive	\$78.9 M
Golden Gate Bridge moveable median barrier	\$8.0 M
US 101/Lucas Valley Road interchange improvements	\$0.5 M
Sir Francis Drake Boulevard improvements	\$3.5 M
Sonoma – Marin Rail station site acquisitions/upgrades	\$0.6 M
Doyle Drive environmental study	\$10.2 M
Regional Transit Expansion Program	\$295.0 M
Redwood Landfill overcrossing	\$3.5 M
Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	\$0.4
Committed Funding Subtotal	\$2,681.6 M

**2001 RTP Track 1 (Projects expected to be funded through projected known revenues)**  
**Region**

Regional Transit Expansion Program \$295 M committed	\$386 M
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**Marin**

Metropolitan Transportation System (MTS) street and road rehabilitation	\$11.6 M**
Non – MTS street and road rehabilitation	\$31.9 M
Local street and road non-pavement maintenance	\$1.3 M
Seismic retrofit local bridges	\$3.2 M
Golden Gate Transit capital shortfall	\$113.7 M**
Transportation for Livable Communities County program	\$5.0 M**
Surface Transportation Program planning funds for the County of Marin	\$1.6 M
Travel Demand Management Program	\$2.5 M
Bicycle and pedestrian projects (from Countywide Master Plan)	\$2.4 M
Local Marin bus service enhancements (capital only)	\$31.9 M
Freeway-to-freeway interchange improvements I-580/US 101	\$8.3 M
US 101 Tamalpais interchange improvements	\$0.3 M
US 101/Lucas Valley Road interchange improvements	\$1.0 M
US 101/Atherton Avenue interchange improvements; signalize Atherton Avenue/Binford Road	\$0.3 M
Expand Manzanita park-and-ride lot	\$6.0 M
Widen US 101 adding an HOV lane in each direction from State Route 37 to the Sonoma County line and convert some portion of the expressway to freeway (Marin-Sonoma Narrows project)	\$100.0 M (\$20 M Marin \$80 M IIP)
US 101/Sir Francis Drake Boulevard improvements (environmental study only)	\$1.8 M
US 101/Tiburon Boulevard interchange improvements: widen southbound off ramp	\$1.0 M
State Route 37 traveler information system	\$0.3 M
Doyle Drive replacement – US 101 south of Golden Gate Bridge (SF)	\$96.0 M (SF)
North Coast Rail Authority (NCRA) track maintenance (SONOMA)	\$3.0M (SON)

Marin County Subtotal \$324.1 M  
Marin County Fiscally Constrained Track 1 \$113.8 M

**2001 RTP Marin Blueprint (Projects likely to be funded if revenues could be increased)**

Rehabilitation of Non-MTS streets and roads	\$31.5 M
Local Street and road non-pavement shortfall	\$128.9 M
Additional bicycle and pedestrian projects from Master Plan	\$47.6 M
I-580/US 101 interchange improvements (new westbound to southbound US 101 connector and new lane eastbound I-580 to northbound US 101 to 2 <sup>nd</sup> Ave	TBD
Sonoma – Marin Rail passenger service from Cloverdale in Sonoma County to San Rafael in Marin County	\$54.2 M
New North Bay port development and service to San Francisco	\$26.8 M
Expand ferry service from Larkspur to San Francisco and expand Larkspur Terminal	\$81.3 M
Relocate Larkspur Terminal to San Quentin	TBD
US 101 ramp metering at key access points	TBD
US 101 / Sausalito (Alexander Avenue interchange improvements	\$5.0 M
US 101 / Marinwood interchange improvements; includes signalize ramp intersections at Miller Creek Road	\$1.0 M
Route 1 from US 101 to Flamingo Road	\$6.2 M
Golden Gate Bridge Highway and Transportation District Operations and Maintenance projects; includes Toll Plaza bus stop relocation, under deck rehabilitation, maintenance facility, Larkspur Ferry terminal expansion	\$77.0 M
US 101 / Greenbrae interchange (design and Construction phases)	\$24.7 M
US 101 / Tiburon interchange improvements	\$4.2 M
Manzanita park and ride lot (remaining phases	\$4.4 M
Local Marin Bus Service Enhancements (capital costs) (remaining phases)	\$281.2 M
US 101 / Tamalpais interchange improvements (remaining phases)	\$4.0 M
US 101 / Lucas Valley interchange improvements (remaining phases)	\$12.0 M
US 101 / Atherton interchange improvements (remaining phases)	\$1.0 M
Sonoma – Marin Rail service extension to connect to Larkspur Ferry Terminal / San Quentin	TBD
Widen Route 37 from Lakeville to US 101	\$10.0 M
Increased express bus service	\$455.8 M
Add park and ride facilities at either end San Rafael - Richmond Bridge	TBD
Golden Gate Bridge, Highway and Transportation District expand Sonoma Marin, Marin Contra Costa Intra Marin services (capital costs)	\$11.6 M

Marin Blueprint subtotal

\$1268.4 M + 4 TBD



## Attachment B

### List of Projects Submitted by Agencies - Marin County (2-13-04)

ID	Project Title Submitted By	2001 RTP ID	Corridor	Cost (2004\$, millions)	
				Capital	Annual Op
A. MAIN EVALUATION					
Marin					
146	Cal Park Tunnel Bicycle Path Marin County		Golden Gate	\$8.0	\$0.04
150	Hwy 101 Corridor from SFD Interchange to Tamalpais Interchange Transportation Authority of Marin	98178	Golden Gate	\$61.0	TBD
151	Marin Highway 1011 Lucas Valley Interchange Improvements Transportation Authority of Marin		Golden Gate	\$19.3	TBD
157	Park & Ride Lots for the support of Regional Express Bus service Caltrans		Golden Gate	\$15.3	TBD
159	Marin County North Route 101 Ramp Meter, TOS, Fiber Optic Cable Project Caltrans		Golden Gate	\$8.1	\$0.20
160	Marin County South Route 101 and I-580 Ramp Motor TOS, Fiber Optic Cable Project Caltrans		Golden Gate	\$10.1	\$0.25
166	Marin Highway 1011 Tiburon Blvd Interchange (SR 131)/East Blithedale Ave. Imprvmnts Transportation Authority of Marin	98179	Golden Gate	\$21.4	TBD
245	Marin Highway 101 / Manzanita Interchange Area Improvements (parking, transit Intercept and alternatives for Parklands access) Transportation Authority of Marin	21308	Golden Gate	\$27.5	TBD
436	MRN-101 SB Auxiliary lane at Lincoln to Mission Caltrans		Golden Gate	TBD	TBD
437	MRN-101 NB Auxiliary lane at Nave Dr. Caltrans		Golden Gate	\$20.3	TBD
Multiple Counties					
III	Golden Gate Bridge Rehabilitation Projects GGBHTD		Golden Gate	\$99.4	\$0.00
438	Widen US 101 (add HOV lane In each direction): Rte 37 to Old Redwood Hwy Caltrans	98147 98154	Golden Gate	\$368.8	TBD

### B. BIG TENT EVALUATION

<b>Marin</b>					
163	Construct Now WB I-580 to SB US 101 Freeway Connector Caltrans	21304	Transbay	\$101.7	TBD
444	HOV connector from WB I-580 to NB US 101 Caltrans	21304	Transbay	\$101.7	TBD
<b>Multiple Counties</b>					
113	SMART Commuter Rail (includes Bicycle Path) Sonoma/Marin Area Rail Transit District (SMART)		Golden Gate	\$210.6	\$9.48

## List of Projects Submitted by Public - Marin County (2-13-04)

ID	Project Title By	Submitted	Corridor	Cost (2004\$, millions)		
				Capital	Annual Op	
A. MAIN EVALUATION						
Multiple Counties						
476	Bike Stations at Key Transit Centers David Burch, Bay Area Bicycle Coalition (formerly REBAC)		Regional	Project Limits	\$1.8	\$0.75
Descriptive Information Available This project includes 1) developing a master plan for bike stations at key transit hubs in the Bay Area, and 2) funding the implementation of 6 or more bike stations. The bike station plan should develop evaluation criteria and prioritize potential sites based on the identified criteria. Potential sites include 19th Street BART, Civic Center BART, Rockridge BART, Larkspur Ferry Terminal, Millbrae Caltrain/BART, etc. Estimated cost to develop and operate six bike stations for five years is approximately \$5.6 million. This includes: \$50,000 to develop bike station plan \$1.8 million in capital and start-up costs (\$300,000 per bike station) \$3.75 million in operating costs (\$125,000 per station per year x 6 stations x 5 years).						
477	Safe Routes to Transit: Regional Program Stuart Cohen, Transportation and Land Use Coalition (TALC)		Regional	Project Limits	TBD	TBD
Descriptive Information Available Safe Routes to Transit (SR2T) recognizes the Importance of walking and bicycling as feeder modes to transit that are cost effective, sustainable, and that reduce pollution. The project includes bicycle and pedestrian access projects, projects that remove obvious barriers to walking or bicycling to transit, secure and/or attended bicycle parking at transit stations, more reliable accommodation for bicycles on transit, and special event parking for bicycles.						
478	Carshare expansion near transit and In neighborhoods with high CalWORKs populations Larry Magid, City CarShare		Regional	Project Limits	TBD	TBD
Descriptive Information Available Expand car-sharing in the Bay Area by locating additional vehicles (and associated communication devices and signage) near transit as described above. To improve user convenience and promote integration with the Bay Area transit systems, the project should also include integration of the payment system with the regional smart card, Translink and joint marketing with transit operators.						
487	Free Transit Days (on Spare the Air Days) Karen Engel, <no agency given>		Regional	Project Limits	TBD	TBD
Descriptive Information Available I suggest a series of "Spare the Air - Ride the Bus" days fueled by a concerted effort to get people to ride the bus or other forms of public transit. On a day selected by MTC, the counties, transit operators, cities and other government agencies - raise bridge tolls, double parking tickets and raise the cost of parking in publicly owned garages. The resulting revenues could be used to provide free transit.						

## List of Projects Submitted by Public - Marin County (2-13-04)

ID	Project Title By	Submitted	Corridor	Cost (2004\$, millions)	
				Capital	Annual Op
B. BIG TENT EVALUATION					
Marin					
458	Demonstration Project with enhanced bus service David Schonbrunn, TRANSDEF  Descriptive Information Available Sir Francis Drake Blvd./Red Hill/2nd & 3rd St. Arterial HOV The project extends from the point at which Sir Francis Drake Blvd goes from 2 lanes to 4 lanes and continues along Red Hill and 4th, 2nd and 3rd in San Rafael to the US 101 on ramps. The project would convert the right-hand mixed flow lane into 2+ HOV lane and add 15-minute bus service, possibly Interspersed with BRT. Take a lane on Sir Francis Drake and 2nd/3rd Street In San Rafael for HOV. More information needed to model bus service.	Golden Gate	Project Limits Western limit: freeway ramps on 2nd/3rd in San Rafael Eastern limit: end of 4 lane arterial section of Sir Francis Drake (may be in Fairfax).	TBD	TBD
459	Southern Marin Streetcar Michael D. Setty, <no agency given>  Descriptive Information Available A new high, quality trunk line in central and southern Marin county, connecting major employment, shopping, transportation centers and other regional transportation services (e.g., ferries, SMART commuter rail)  Full document: <a href="http://www.publictransit.us/cadocs/misc/RTP/MaHnSC-9-30-03.doc">http://www.publictransit.us/cadocs/misc/RTP/MaHnSC-9-30-03.doc</a> Proposed project is a standard-gauge electric tramway over pre-existing railroad right-of-way, wide streets, and limited new alignment, connecting the Sausalito ferry terminal with Marin City, Tam Valley, Mill Valley (via short spur), Corte Madera, Larkspur, Larkspur ferry terminal, San Rafael Transit Center, downtown San Anselmo and Fairfax. Cross platform "timed transfers" at ferry terminals with ferries and SMART commuter rail. One-mile tunnel south of downtown Larkspur through residential area. Route length 15.0 miles. Selected single-track segments to keep construction costs down. Modeled on Portland Streetcar.	Golden Gate	Project Limits	\$350.0	\$9.00
Multiple Counties					
480	San Rafael - Richmond Bridge Bicycle Access Deb Hubsmith, Marin County Bicycle Coalition and Bay Area Bicycle Coalition  Descriptive Information Available We propose a phased system for bicycle access on the Richmond-San Rafael Bridge (with the possibility that the second phase may not be necessary.) Phase 1: MTC should program funding for direct bicycle access to the Richmond-San Rafael Bridge. Access on the bridge would be provided by utilizing the existing shoulder. Signage, striping, pavement texturing, and reflective bottle dots would mark the location of a bicycle lane (one-way travel for each dock in the same direction of auto traffic). The cost for this project was estimated at \$3.7 million. Phase 2: The long-term plan for bicycle and pedestrian access is a cantilevered pathway that would attach to the existing structure of the Bridge. The cost for this project was estimated at \$93 million. The Bay Area Toll Authority is currently studying these options, with recommendations due in June 2004.	Transbay	Project Limits	\$3.7 to \$93.0	TBD

**List of Projects Submitted by Public - Marin County (2-13-04)**

<b>ID</b>	<b>Project Title By</b>	<b>Submitted</b>	<b>Corridor</b>	<b>Cost (2004\$, millions)</b>	
				Capital	Annual Op
483	Santa Rosa - S.F. BRT Peter Lydon, <no agency given> Descriptive Information Available Organized rush-hour commuter express buses (articulated, possibly triple articulated, as in Curitiba) with very limited stops-perhaps five total. Buses should have priority in the fast lane, whether or not it is HOV in a particular stretch (cars required to pull over). Each stop should have a freeway-oriented station like the excellent one now in San Rafael. Think of this as freeway commuter rail using buses.		Golden Gate	Project Limits	TBD
				TBD	TBD

## Attachment C

### Transportation 2030 Project Performance Evaluation Complete Results by County and Corridor April 9, 2004

ID	Project Title, Submitted by	Main Objective	Capital Cost <sup>†</sup> (millions, 2004\$)	Efficient Operations/ Reliability <sup>††</sup>	New Capacity	Access/ Connectivity	Port/ Airport Access	Community Vitality	Equity	Safety	Air Quality <sup>†††</sup>	Other	Notes
MARIN COUNTY													
Golden Gate													
<b>146</b>	Cal Park Tunnel Bicycle Path Marin County	Access and Connectivity	\$8.0		<b>Y</b>	<b>Y</b>		<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>		
<b>150</b> <sup>(1)</sup>	Hwy 101 Corridor from SFD Interchange to Tamalpais Interchange Transportation Authority of Marin	Access and Connectivity	\$61.0	<b>M</b>		<b>H</b>				<b>Y</b>			
<b>151</b>	Marin Highway 101 / Lucas Valley Interchange Improvements Transportation Authority of Marin	Access and Connectivity	\$19.3	<b>Y</b>	<b>Y</b>	<b>Y</b>							
<b>157</b>	Park & Ride Lots for the support of Regional Express Bus service Caltrans	Access and Connectivity	\$15.3	<b>Y</b>		<b>Y</b>							Programmatic
<b>159</b>	Marin County North Route 101 Ramp Meter, TOS, Fiber Optic Cable Project Caltrans	Efficient Operations and Reliability	\$8.1	<b>H</b> <sup>††</sup>							<b>M</b>		
<b>160</b>	Marin County South Route 101 and I-580 Ramp Meter, TOS, Fiber Optic Cable Project, Caltrans	Efficient Operations and Reliability	\$10.1	<b>H</b> <sup>††</sup>						<b>M/L</b>	<b>M</b>		
<b>166</b> <sup>(1)</sup>	Marin Highway 101 / Tiburon Blvd Interchange (SR 131)/East Blithedale Ave. Improvements Transportation Authority of Marin	Access and Connectivity	\$21.4	<b>Y</b>	<b>Y</b>	<b>Y</b>				<b>Y</b>		<b>Y (Seismic) Y (Noise)</b>	
<b>245</b> <sup>(1)</sup>	Marin Highway 101 / Manzanita Interchange Area Improvements (parking, transit intercept, and alternatives for Parklands access) Transportation Authority of Marin	Access and Connectivity	\$27.5	<b>Y</b>	<b>Y</b>	<b>Y</b>					<b>Y</b>		
<b>436</b>	MRN-101 SB Auxiliary lane at Lincoln to Mission Caltrans	Efficient Operations and Reliability	\$20.0	<b>L</b>						<b>M/L</b>			Forecast for this location does not show high level of congestion; this may not reflect operational issues.
<b>437</b>	MRN-101 NB Auxiliary lane at Nave Dr. Caltrans	Efficient Operations and Reliability	\$20.3	<b>H</b>									
<b>458</b> <sup>(2)</sup>	Sir Francis Drake Blvd./Red Hill/2nd & 3rd St. Arterial HOV Demonstration Project with enhanced bus service, Public: TRANSDEF	Efficient Operations and Reliability	\$0.8	<b>H</b> <sup>††</sup>	<b>M/L</b>						<b>M</b>		Would require Big Tent revenue
<b>459</b> <sup>(2)</sup>	Southern Marin Streetcar Public: individual	Access and Connectivity	\$600.0		<b>L</b>	<b>M/L</b>		<b>M</b>			<b>M</b>		Would require Big Tent revenue
<b>483</b> <sup>(2)</sup>	Santa Rosa - S.F. BRT Public: individual	Efficient Operations and Reliability	\$5.0	<b>H</b> <sup>††</sup>	<b>M/H</b>						<b>M</b>		Would require Big Tent revenue Cost is total; Marin County share would be smaller.

<b>513</b>	SMART Commuter Rail (includes Bicycle Path) Sonoma/Marin Area Rail Transit District (SMART)	New Capacity	\$210.6 <sup>†</sup>		<b>M/H</b>	<b>M/H</b>		<b>M</b>	<b>H (Noise)</b>	Would require Big Tent revenue. Cost is total; county share would be smaller.
<b>517</b> <sup>(1)</sup>	Widen US 101 (add HOV lane in each direction); Rte 37 to Old Redwood Hwy, Caltrans	New Capacity	\$368.8 <sup>†</sup>	<b>H</b>	<b>H</b>	<b>H</b>		<b>H</b>		Cost is total; county share would be smaller.

#### Transbay

<b>163</b> <sup>(1)</sup>	Construct New WB I-580 to SB US 101 Freeway Connector Caltrans	Access and Connectivity	\$101.7		<b>M/H</b>	<b>H</b>				Would require Big Tent revenue
<b>444</b> <sup>(1)</sup>	HOV connector from WB I-580 to NB US 101 Caltrans	Efficient Operations and Reliability	\$101.7	<b>M</b>		<b>M/L</b>		<b>H</b>	<b>H</b>	Would require Big Tent revenue. Medium rating for operations may not reflect localized operational issues such as queues due to merging.

#### Notes

- (1) Project is in the 2001 RTP and is expected to have a greater than 30% increase in regional funding need.
- (2) Project was submitted by a member of the public.
- (3) Project has additional benefits for goods movement. See 4/2/04 memorandum from MTC Goods Movement Study.

<sup>†</sup> See notes for more information on cost.

<sup>††</sup> Indicates project address both reliability and operational efficiency.

<sup>†††</sup> Air quality based on one of two adopted measures (whether project is a state or federal TCM).

H = High; M/H = Medium High;

M = Medium; M/L = Medium Low;

L = Low

Y = Yes

# Attachment D Proposed RTP 2030

DRAFT

## MARIN COUNTY CMA T2030 FISCALLY CONSTRAINED AND BIG TENT SUBMITTAL

T2030ID	Project	Proposed Fiscally Constrained Amount (in Millions 2004 \$)	Proposed Big Tent Amount (in Millions 2004 \$)	Comments
	<b>CORRIDOR PROJECTS</b>	<b>Target 25% of \$131.6 M or \$32.9 M</b>		
159	Marin Co North Hwy 101 Ramp Metering TOS, Fiber Optics. Estimated cost \$8.1 M + \$.2 Ops	\$1.47	\$6.63	
160	Marin Co South Hwy 101 Ramp Metering TOS, Fiber Optics. Estimated cost \$10.1 M + \$.25 Ops	\$1.83	\$8.27	
437	Marin Hwy 101 NB Auxiliary lane Nave Dr. Estimated cost \$20.3 M	\$0.00	\$20.30	This is needed before the westbound I-580 to northbound Hwy 101 connection can be opened to a double lane connection. A Project Study Report to assess this has already been requested.
438	Marin 101 HOV north of Hwy 37 widen to add an HOV lane in each direction. Estimated cost \$366.8 M for both Marin and Sonoma.	\$30.00	\$0.00	This should be enough to complete the project, if Sonoma plans for an equal amount and we are able to continue to secure \$90 M in State programmed Interregional Improvement Program (IIP) funds and federal earmarks, as we have in the past.
163/444	Hwy 101 / I 580 Interchange improvements westbound to northbound	\$0.00	\$101.70	
436	Marin Hwy 101 SB Aux lane, Lincoln to Mission		TBD	
	<b>Subtotal</b>	<b>\$33.30</b>	<b>\$136.90</b>	
	<b>LOCAL STREETS AND ROADS</b>	<b>Target 60% of \$131.6 M or \$78.96 M</b>		
151	Hwy 101 Lucas Valley Interchange modify to widen undercrossing and relocate southbound ramps. Estimated cost \$19.3 M	\$4.65	\$14.65	This amount with existing commitments should allow widening the undercrossing as an initial phase
166	Marin Hwy 101 / Hwy 131 Interchange safety and capacity improvements. Estimated cost \$21.4 M	\$4.96	\$16.44	This together with improvement fees should pay for an initial phase such as widening Hwy 131 to the east of Redwood Frontage Rd
111	Hwy 101 Golden Gate Bridge Rehabilitation projects. Estimated cost \$99.4 M			This is a regional priority and not to be counted against the Marin discretionary share.
	Rehabilitation of non-MTS streets and roads. Estimated cost \$257.1 M	\$62.70	\$194.40	Road maintenance is an ongoing under met need
	Local bridge rehabilitation. Estimated cost \$16.7 M	\$4.03	\$12.67	Bridge maintenance is an ongoing under met need
245A	Parklands access. Estimated min. cost \$13.75 M	\$1.50	\$12.25	As the EIR/S is drafted and Federal Park funds become known this may vary. Parklands access costs shared by streets/roads and transit.
	<b>Subtotal</b>	<b>\$77.84</b>	<b>\$250.41</b>	
	<b>TRANSIT CAPITAL</b>	<b>Target 10% of \$131.6 M or \$13.16 M</b>		
	Local Bus capital improvements (per Marin Transit Futures). Estimated cost \$58.6 M	\$6.80	\$51.80	Vehicles, Transfer stations, Bus pad imp on 101, Bus stop imp, technology imp
157	Park and Ride Lots	\$5.00	\$10.30	
245B	Parklands access. Estimated min. cost \$13.75 M	\$1.50	\$12.25	As the EIR/S is drafted and Federal Park funds become known this may vary. Parklands access costs shared by streets/roads and transit.
113A	SMART excluding bicycle path		\$202.60	
	<b>Subtotal</b>	<b>\$13.30</b>	<b>\$276.95</b>	

T2030ID	Project	Proposed Fiscally Constrained Amount (in Millions 2004 \$)	Proposed Big Tent Amount (in Millions 2004 \$)	Comments
	<b>BIKE and PEDESTRIAN</b>	<b>Target 5% of \$131.6 M or \$6.58 M</b>		
	Bike and pedestrian facilities countywide. Estimated cost \$78.04 M	\$7.00	\$71.04	
113B	SMART bicycle path		\$8.00	
430	San Rafael Richmond Bridge Bike path on shoulder		\$45.00	This Big Tent proposal assumes that there will be a regional match and Contra Costa match to completely fund this project.
	<b>Subtotal</b>	<b>\$7.00</b>	<b>\$124.04</b>	

Total                      \$131.44                      \$1,576.59                      Maximum MTC permissible fiscally constrained 1 costs are \$131.6 M

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April 17, 2004